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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, DECEMBER 19TH, 1907.

Hongkong legislators on the unofficial side may yet be inclined to take courage from the results of Singapore's agitation to reduce the Military contribution. We have spoken before of the discouragement that takes hold of those who from time to time attempt the task of "kicking against the pricks." It is no unfamiliar sensation either here or at Singapore, where also there are, as the *Straits Times* phrases it, "old and tried warriors who have taken off their armour and resigned themselves to their fate." Our southern contemporary claims that there is every reason to be satisfied with the progress of the agitation for a readjustment of the military tax on colonial prosperity. They have succeeded in "overcoming myopic unofficial opposition to the raising of the question" in encouraging the discouraged agitators who had been sulking in their tents, and in winning some sympathy even in the official phalanx. Further hope is now based on the fact that the noise of their complainings has gone farther afield, that the agitation has been taken up by the press of London. That lifts it from the status of parochial discontent, and puts the question where a timely shove from Hongkong would be most effective. Our contemporary has no doubt that a simultaneous resolution by the Unofficial Members of the Legislative Councils of Singapore and Hongkong and a petition to the Secretary of State for the Colonies at the time Parliament is sitting would have

the desired effect of forcing the question upon the consideration of the Imperial authorities. The following reference is made to the contribution by the *Investor's Review* of November 9th:—  
The Straits Settlements are objecting strenuously to the increase of their military burdens. A three days debate took place in the Legislative Council on the budget, and the vote to spend £205,000 as a military contribution in the current year was carried only by the casting vote of the Governor. All the unofficial members strongly condemned the vote, and pointed out that the charge had increased from £99,000 in 1898 to £246,855 in 1904, while it is still at the figure above named. No wonder there is a budget deficit of about £5,000. [This is a telegraphic mistake; the deficit is more than £5,000, being £421,000 on the original Budget statement, though it is only fair to point out that this was modified.—ED., S. T.] Unless this wasteful drain of the revenue is curtailed, there will before long be good reason to doubt the capacity of the Straits Settlements to pay the full interest on their debt.

That extract goes further, perhaps, than the local critics would go. The Colonial credit is not in danger, as soon as that would come additional taxation. The existing imposts in both colonies, however, already cause a severe strain upon the burden bearers, and an almost unbearable clog on the development of these Crown Colonies, and, of course, it is the inequitable and unbusinesslike military levy that is responsible for the mischief. Another metropolitan press champion in the lists is the *Broad Arrow* of November 10 which expresses the opinion that justice is on the side of the southern Colony, which against its will is forced to pay a subsidy to the Imperial Government out of all proportion to its size and resources for the maintenance of Imperial responsibilities. It is quoted as saying these encouraging words:

So unconstitutional were the methods by which it was obtained, indeed, that victory in the long run is bound to rest with the Straits Settlements. But it is slow in coming. In the meantime, out of the total contribution paid by the Colonies towards Imperial Defence, they pay by far the most, Australia alone excepted. They are more than willing to maintain local defence up to the standard of efficiency, but they naturally object to bear Imperial responsibilities on a scale which is not consistent with their moral or physical conditions. After all, Singapore in particular is merely an entrepôt for trade. Strategically and commercially it is of enormous importance, but it is not a colony in the true sense of the term any more than Malta or Gibraltar. Unfortunately, our system of Imperial defence is so chaotic that anomalies of the kind complained of by the Straits Settlements are bound to exist, and will continue to exist until we adopt sound principles by which each part of the Empire plays a recognised part in defence in accordance with equity and Imperial justice.

Our contemporary of Singapore very properly hopes that so much advance will not be wasted for lack of further effort, and for some reason or other it appears to be shy of Hongkong's co-operation.

We can, of course, excuse its apparently selfish desire for local relief first and foremost; that is its obvious duty; but it is not easy to see how support from Hongkong could weaken its cause. Here is its concluding passage:

We hope the Unofficial Members of the Legislative Council will not lose the advantage they have obtained by the reconstitution of this institution against an iniquitous exaction, but that they will carry the agitation to the Colonial Office by the strongest means possible, and that they will use every legitimate means in their power, to the extent of having the subject raised in Parliament, if need be, in order to secure a reasonable readjustment of the Colony's burden. Although there may be opportunities of co-operating with Hongkong, we hope the Unofficials will guard against combined action if it is likely to endanger this Colony's success. The Colony in itself has a strong case for revision of the basis of the contribution, and for its own righteous cause it ought to make a strenuous and determined fight.

If Singapore has any chance of success in that direction, Hongkong should certainly not be left out in the cold. Our case is as hard as theirs, and we have no doubt that our representative members will keep their eyes open for every likely opportunity of striking a blow in our interests. Really, the two grievances seem to hang together, and should stand or fall together.

Col. H. Martin, R.A.M.C., is appointed Principal Medical Officer, Administrative Staff, South China.

Capt. G. Watson, R.A., serving with the 33rd Company Royal Garrison Artillery, has been appointed Armament Officer at Hongkong.

The American Consulate received the telegram quoted below from the Manila Observatory at 6.30 p.m. on Tuesday:—"December 17, 1907 at 4 p.m. Typhoon approaching now Northern Mindanao and Southern Visayas."

At the Police Court yesterday Mr. F. A. Hazeldan fined a coolie \$20 for negligently driving a truck. The defendant got considerable way on going down a hill, and carried away a lamp post.

When Ecclesiasts really get a chance they do things specially. Three years ago they got the control of the town of Brest. Brest has 71,000 inhabitants; 25,584 of these are now in receipt of poor relief.

Cheese players will be interested to learn that an exhibition of simultaneous play will be given in the City Hall at 5.15 this afternoon by Mr. H. W. Langborg, one of the crack players of Hongkong. Players are advised to take their own boards.

Yesterday afternoon Messrs. Hughes and Hough, auctioneers, offered for sale by public auction the valuable leasehold property known as Island Lot No. 427 (Spring Gardens). Bidding was slow, and as the reserve price was not reached, the property was withdrawn.

Yesterday the s.s. *Hirafu Maru*, a turbine steamer built at Dumbarton for the Japanese State Railways, arrived in port. This steamer, which has a net register of 647 tons, is to run between Nagasaki and Dalay. She is a fine, up-to-date craft, and has accommodation for first and second class passengers. On her trial trip she registered 194 knots an hour.

The exploits of Mlle. Eva Lavalliere as an acrobat are about to be thrown into the shade by another Parisian actress, Mlle. Joanne Seulier, of the Varieties Theatre, who has ordered a 250-ton submarine from the Holland factory in America. The submarine, which will cost £40,000, is to be most luxuriously fitted with reewood furniture and pink silk. The boat is to be used for excursions round the French coast.

Before Mr. H. H. J. Gomperts at the Police Court yesterday Inspector Gourlay presented a native for uttering and being in possession of 17 counterfeit coins. The defendant tendered five twenty cents in payments of a purchase at a pork stall, and was handed over to the police. When searched at the station the remainder of the coin was found on his person. His Worship sentenced him to six weeks' imprisonment on the first count, and fined him \$17 on the second.

This evening there will be an inter-debute between the Y.M.C.A. and the U.C.L.C. at the latter's rooms in Kennedy Road, commencing at 9 p.m. sharp. The following motion will be put before the meeting:—"That the interests of the Hongkong Public would be better served if the Government owned and controlled the Public utilities such as 'Tramway, Telephone, Electric and Gas Light Plants, etc.'"

Sir Henry M. Callum, the Governor of Ceylon, who refused to see Mr. Keir Hardie on his visit to the island owing to pressure of other work, has had a long and distinguished career in the Army and in governing the East. He was superintendent of the Admiralty works at Hongkong and Singapore, and an official in the Straits Settlements in the 1880s; he governed Lagos from 1897 to 1899, and was then transferred to Newfoundland and Ceylon successively. He is a Somerset man, and is still only fifty-four years old.

The *Hawke*, cruiser, was recommissioned at Chatham by Capt. O. F. Gillett for special service in conveying naval recruits to Singapore, after which she is to join the Portsmouth Division of the Home Fleet. The *Hawke* was manned by the nucleus crew of the *Didem*, cruiser. Her relieved nucleus crew, drafted to the *King Alfred*, cruiser, Capt. C. F. Thurbury, flying the flag of Adm. Sir A. W. Moore, Commander-in-Chief of the China Station, is to take passage in the *Crescent*, cruiser, to Singapore, where the *King Alfred* will be recommissioned for a further term of service as flagship on the China Station.

On November 14th, by invitation of Messrs. Thurston & Co., a member of the *Hongkong Daily Press* London staff visited their Grand Saloon in Leicester Square, London, to witness an exhibition match on their new invention, the Octangular Billiard Table. The opponents on this occasion were Weiss, the Australian champion, and W. J. Peall, the All-England champion. The game was rather a one-sided affair, the former winning the game of 500 up by 243, his best break being 63. The Octangular Table is made with eight straight cushions; the side cushions being longer than the other and with the wide angles of an octagon. There are six pockets and the ordinary rules of Billiards will apply. The table has many advantages over the orthodox rectangular one, and affords a greater variety of possible strokes and problems. Although it does away to a great extent with the top-of-the-table game it nevertheless gives unlimited scope for ingenious cannon play owing to the broad angles. Its convenient shape renders frequent use of the "rest" unnecessary, and for the same reason the Octangular Table can be introduced into many houses where space does not permit of an ordinary billiard table being used. The "Octang," Messrs. Thurston call it.

The *Mohawk*, ocean-going torpedo-boat destroyer, built by Messrs. J. Samuel White and Co. (Limited), East Cowes, Isle of Wight, for the Navy, ran an official trial on the Maplin Mile on Tuesday, November 5, obtaining a mean speed of 34.3 knots. This is 1.9 knots in excess of the contract speed of 33 knots, which, considering the high basis speed, is a most remarkable result. The oil fuel consumption was very satisfactory. The following are the principal particulars of the ship:—Length, 270ft.; displacement, 800 tons; armament, 3 12-pr. g.t. guns, 2 18in. revolving torpedo tubes; speed to be maintained on a six hours' full-power trial, 33 knots; radius of action at economical speed, 1,500 nautical miles. The vessel is propelled by turbine machinery, comprising five turbines (three ahead and two astern), driving three shafts and propellers, built by Messrs. J. B. White and Co. (Limited), under licence from the Parsons Marine Steam Turbine Company (Limited), the power of the machinery being about 14,500 h.p. The steam is supplied by six water-tube boilers, each of about 2.4 ft. dia., of the White-Forster type, built by the same firm. These boilers are fired by liquid fuel on a system which has been experimented with successfully by the Admiralty for some years. No coal storage is provided in the vessel, and she will rely entirely on the liquid fuel installation. The official speed trial took place yesterday, and was very successful. The mean speed obtained on the mile was 34.5 knots, and on a continuous six hours' run 34.25 knots. This constituted, it is said, a record for any t.b.d. afloat.

Mr. Oswald's "Mainstay" won the Hongkong Cup at Footscray races yesterday.

The Transvaal diamond, after some seclusion in a bank in Lothbury, was presented to King Edward by Sir Richard Solomon at Sandringham on Nov. 13, "as a tribute and testimony of His Majesty's Transvaal subjects' loyalty and devotion." The King took the diamond from Sir Richard and expressed his cordial thanks. He examined it and praised its beauty, as did the Queen and members of the Royal family, who also handled it. Then it was given back to Sir Richard, who took prompt steps to have it transferred to the Tower of London, where it will form part of the Regalia. Sir Richard is the Agent-General of the Colony in London.

## LAST NIGHT'S THEATRE.

The Bandmann Comedy Company made quite a hit last night with "The Earl of Pawlinolet," a very amusing sketch of the possibilities of divorce in the United States. Chief honours fell to Mr. Claude King as the Earl trying to be an American, while he courted Miss Hamer (who played the divorcee very well) under the name, though he didn't know it, of her ex-husband. Miss Crobie as usual was in the manner born in her special part. Mr. Cotter was an equally good rascal. The audience, though not a large one, was thoroughly well pleased with the performance.

## THREE FATAL ACCIDENTS.

Three accidents, all of which ended fatally, were reported to the police yesterday.

At the Globe Hotel on Tuesday night there was a sad ending to a jolly evening spent by a number of marines from the U.S.S. *Wilmington*, through the accident which caused the death of Private G. Kelly, one of the party. They all decided to spend the night at the hotel, and after retiring, it appears that the deceased got up and went to the rear of the premises. When passing over a narrow gangway he is believed to have tripped over and fallen to the ground, a distance of 35 feet. When found yesterday morning his skull was fractured, and life was extinct.

The falling of a window in a small lane at the rear of D'Aguilar Street caused another death, and serious injury to two Chinese. Without warning the window came away, and fell a distance of 36 feet on to a hawk and two coolies. The skull of one of the natives was fractured, and he died before he could be removed to hospital. It appears that the premises at which the accident occurred were being lime-washed at the time, but nobody connected with the lime-washing operations is believed to have been present.

Another native, 74 years of age, received a fractured skull through a fall from the cattle wharf at Kennedy Town on to his samsan. His wife witnessed the accident, but could not assist her husband who died shortly after the fall.

## ALLEGED MURDER.

The hearing of the charge of murder preferred against Mo Ho, alias Lan Kuo, was continued before Mr. F. A. Hazeldan at the Police Court yesterday, when Mr. Frank Brown, the Government Analyst, testified to finding traces of a deadly poison in the stomach of deceased. The interpreter from No. 7 Police Station then put in the statement made by the accused when she was charged.

She said her husband, Cheng Fak, went to buy this dose of medicine himself. Ip Po bought the green herbs and took them to her home. Ng Nin asked her to use them, stating that they would cure her husband's stomach ache. That night she boiled the herbs to go with the dose of medicine which she gave her husband to drink.

When asked if she wished to make a statement at the Court yesterday, accused said that, on November 17th, at 10 a.m., Ng Nin was stooping down by a fountain in High Street, and had a medicine pot in his hand. Ip Po was stooping down in Yee Lok Lane. Ng Nin told Ip Po to get a bundle of herbs. He went for them at tea in the morning, and returned at four in the afternoon. Accused's husband went to the Yung Kai shop at four in the afternoon, and asked the accountant to feel his pulse. The accountant gave him a prescription which deceased's son was sent to get made up. He returned with the medicine at 5 p.m. When the son was returning with the medicine he was noticed by Ng Nin, who sent Ip Po to accused's house at 6.30 with medicine and green leaves. Ip Po asked her what she was boiling in the pot, and she told him medicine for her husband. Ip Po told her to put the bundle of herbs in the pot. Accused asked what kind of herb it was, and was told that it was Yee Lok tea. She did not know it was poisonous. At 7.30 her husband drank a cup of the medicine and died at eight o'clock. Then she knew he had been poisoned, poured out two cups of the medicine and drank it herself, and shortly afterwards became insensible.

His Worship committed the defendant for trial at the next sessions.

## THE MISSING SERGEANT.

The rumour about the disappearance of Sergeant Dukes, R.G.A., who was noted as having been on board the transport *Ocelia*, was not without foundation. Dukes, who is supposed to have come ashore from the transport, has been missing since the 10th instant, and at present there is not the slightest clue as to his whereabouts. He is a short, stoutly built man, dark complexioned, and when last seen was dressed in a khaki uniform.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE].

## OBITUARY.

LONDON, December 18th.

Lord Kelvin is dead, aged 83.

[Who? Who gives the following information about deceased?—Kelvin, 1st Baron (er. 1892), William Thomson, P.C., O.M., G.C.V.O., M.A., LL.D., D.C.L., D.Sc., M.D., F.R.S., F.R.E.S., D.L.; Fellow of St. Peter's Coll., Cambridge; Pres. Royal Soc. Edin. (4th time); member of Prussian Order Pour le Mérite; Grand Officer of Legion of Honour of France; Commander of Order of King Leopold of Belgium; the Order of the First Class of the Sacred Treasure of Japan; Foreign Associate of French Academy; Foreign member Berlin Acad. of Science, etc.; Educ. Glasgow Univ., St. Peter's Coll., Camb. 2nd Wrangler; 1st Smith's Prize, 1845; Fellow of St. Peter's Coll. 1845-52; re-elected 1872. Acted as electrician for the Atlantic cables, 1857-58 and 1865-1866; invented mirror galvanometer and siphon recorder in connection with submarine telegraphy; acted as electrical engineer for French Atlantic cable, 1869; the Brazilian River Plate, 1873; the West Indian cables, 1873; the Mackay-Bennett Atlantic cable, 1879; invented marine's compass and navigational sounding machine, and many electrical measuring instruments, 1878-79; President British Association 1871, Edinburgh; President of Royal Society, 1890-95; Professor of Natural Philosophy, Glasgow University, 1846-1899; Chancellor of Glasgow University, 1904.

## THE TEST MATCH.

LONDON, December 18th.

Cwing to the heavy rain at Sydney play has been postponed until tomorrow.

## [REUTERS' SERVICE].

## THE UNITED STATES PACIFIC FLEET.

LONDON, December 18th.

The English papers publish lengthy comments and descriptions of the American Pacific squadron, due to sail to-day. Admiral Evan's farewell statement and other indications are regarded in America as foreshadowing a visit to the Philippines, where it is believed half the squadron will remain and the rest return via Suez.

President Roosevelt on board of the *Mayflower*, reviewed the fleet of 16 battleships with their auxiliaries, a total of 57 ships, prior to its departure for the Pacific. The vessels sailed out headed by the *Mayflower* amid thundering salutes from the forts. The scene was a most impressive one.

## THE PHILHARMONIC CONCERT.

The concert given by the Philharmonic Society last night may certainly be set down as the most successful that the Society has given. Notwithstanding counter attractions, St. Andrew's Hall was comfortably filled and the audience had every reason to be delighted with the concert from start to finish. The orchestra of the Society was strengthened by the assistance of several members of the Band of the 3rd Battalion Middlesex Regiment and three violins from H.M.S. *Monmouth*, making the total strength 27 instruments. The chorus had a strength of 44.

The Orchestra opened the concert with a *Valse Bohémienne*, the first number of a *Suite of Characteristic Walises* written by Coleridge-Taylor. It was delightfully played and formed an excellent introduction to a concert of more than average merit. Next on the programme was a *Sonata*, the words, "Love Wakes and Weeps," being Sir Walter Scott's, set to music by J. G. Calcott. It was sweetly sung by Mrs. J. Kew, Mrs. T. L. Perkins, Mr. S. Moore, Mr. J. A. Young and Mr. E. S. Carruthers; and in response to the prolonged applause with which the audience testified their appreciation it was repeated, with even greater success. The combination was an excellent one and Mrs. Kew, the soprano, was in capital voice. The third item on the programme was Mendelssohn's "Capriccio Brillant" (opus 22) played by Mr. Donnan Fuller on a specially-designed Steinway grand, kindly lent by the Robinson Piano Co., Ltd. Mr. W. A. Steadman conducted the orchestral accompaniments. The audience listened to a brilliant performance with rapt attention and a manifest delight which found vent at the finish in rapturous applause. Mr. Fuller acknowledged the compliment and played as an encore a dreamy piece from Lohegrin. This was followed by a part song, "Daybreak" (words by Longfellow set to music by A. Gaul). It was given with fine effect and evidenced a very careful training of the chorus. Another of Coleridge-Taylor's *valses* played by the orchestra concluded the first part of the programme.

The second part consisted of a rendering of "Hero and Leander" (music by C. H. Lloyd). Mrs. E. Bellies was the soprano, and the Rev. M. Longridge (baritone) took the rôle of Leander. Their treatment of the work left little to be desired, while the chorus work was most effectively and highly creditable.

The concert was brought to a conclusion by the chorus singing the first verse of the National Anthem.

## MR. JAMES DALZIEL'S YARNS.

NEW BOOK OF LOCAL INTERESTS.

Any book written by a local man who has been well known and popular for sixteen years would interest Hongkong readers; but in the case of *In the First Watch*, and other engine-room stories (London: T. Fisher Unwin) Mr. James Dalziel offers a book of high intrinsic interest anywhere. It has peculiar interest for Far Eastern readers; professional interest for seafaring men wherever they may be; but beyond that, and speaking quite impartially, these fourteen stories have distinctly remarkable literary merit.

The book is not a mere collection of short stories with no more connection than the material in which they are bound. There is a something—a *je ne sais quoi*—of continuity about them that may have been fortuitous, but in all probability was intended by the author. Certainly they combine to prove one thesis of his, that the romance of the sea is not dead.

"Our best authors have said it [that it is]—all but one, and he is a voice crying in the wilderness, and must needs label his splendid fancies 'matter of fact.' Romance afloat, we learn, depends on the presence of so many yards of canvas, so many coils of Manila rope, so many feet of timber standing on end. Romance fled before that villain Steam; before Steam and her servitors, marine engineers—a race, a race of Gradgrinds—a race bred and fed on facts, facts of iron and steel; men wanting imagination, scoffers at tradition, undisciplined in dress with an unseemly regard for their stomachs, and a fatal fondness for dying in beds of senile decay. Romance!—why, they tell you that to-day the sea herself is but a great, grey plain out by steamers routes as is the land by railway. They will not have it even that there are sea-scapes now. The sun that sets in Indian glory over the polished rail of the racing P. and O. is pale and poor beside the orb that lamed beyond John Company's lumbering stern. Tropic nights of magic are of the past. They are burned with Marryat and Michael Scott—and for aye. There are no more great gales, no more direful doldrums. There are no more wrecks, foundering, strandings, derelicts, barratries, piracies, smugglings; no more treasure islands, phantom ships, desperadoes, deep-sea mysteries—no more; no, nor can be again, say those that ought to know."

That passage, from the final yarn, is very effective irony, but the reader is really persuaded long before he gets so far. The stories themselves prove the point saying wrong.

The first story, lending title to the lot, grips and holds sympathy, and he must be very unimpressible who avoids feeling a thrill of satisfaction when the worm turns, and the bad skipper gets his awful deserts. The second, which has been published in *London Opinion*, makes the reader think how unnecessary the Kiplings really would be, if the men who really understand things could express them as Mr. Dalziel can. Fortunately for the scribblers, the men who know cannot always tell what they know, and men with the gift of expression get their chance as literary vicars of the others. The third yarn is easy, and holds the mirror up to a character many local readers must have met. The fourth—"The Flaw in the Crank-Shaft," is a wonderful bit of work, of psychological interest, and not many writers could have made a story out of such material, yet we have a story of sustained interest, that timid passengers will not easily forget, whenever they see an engineer on deck looking less amiable than a "deck ornament." The fifth is another view of the trade that we would not willingly have missed, but perhaps only engineers will see the humour of it. The sixth opens discouragingly, with technical details that seem pointless, until suddenly the purpose of the author dawns on us, and we see, as through the vapour of the engine room, the pathetic human interest that as mere passengers we are blind to. The seventh tells of an anxious run to Hongkong. The eighth is a sensational story of a coolie ship, that beats Captain Kettle hollow at his own game. The ninth, telling of a Chinese coal-trimmer, is perhaps flimsy; it does not strike us as equal to the rest; and the tenth, while distinctly in the author's own vein, has a motif less original than he usually treats us to. Immediately following comes a masterpiece—"The Tale of a Tail-shaft," which may be specially recommended to all employers. The twelfth is a capital yarn of a run through the Port Arthur blockade, and the thirteenth a purely humorous report of a modern Manchurian. Closing the list is a morbid study of the obsession of a man who had gone through a ghastly experience at the back of Stonecutters in a typhoon, to the detriment of his mental balance. It reminds us of Joseph Conrad's method. There is nothing amateurish about any of the tales, and we have confidence in recommending this book to the notice of readers who enjoy a good story artistically constructed and dramatically told.

## LOCAL SPORT.

## RUGBY FOOTBALL.

There will be a match on the Club Ground this afternoon at 4.30 p.m. when a team captained by Lieut. Larmour, R.A., will oppose a Naval XV. Mr. Larmour's team, which will have the assistance of several civilian members of the H.K.F.C., will play in colours. On Friday the H.K.F.C. will meet a Naval team arranged by Lt. Isaacson, R.N. The Club will play in colours, and the kick-off will be at 4.45 p.m. sharp. Both games are expected to produce interesting struggles.

In view of the International match, when England and Wales will play Scotland and Ireland, which is set down for the 28th inst., these matches will partake somewhat of the nature of trial matches, and as there are many aspirants for this important encounter, no doubt the keenness displayed will be very noticeable.



## SUPREME COURT.

Wednesday, December 18th.

## IN CRIMINAL JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

## FORGERY CHARGE ADJUDGED.

Lam Wing, Han Koo, Li Hui-shiu and Hop Wo-tong were placed in the dock on a charge of forgery.

The Hon. Mr. W. Rees Davies, Attorney General, who was instructed by Mr. G. E. Morrell from the Crown Solicitor's office, said the four prisoners had been committed for trial on charges of forgery and uttering. He asked his Lordship to allow the case to stand over till next session. The solicitor on the other side, Mr. R. Harding, was quite agreeable to such a course.

His Lordship—How about the recognizances?

The Attorney-General—They propose, I understand, to offer £2000 bail, and we propose to accept a joint bond of £2000 cash.

His Lordship—For all four.

The Attorney-General—Yes, a joint bond.

His Lordship—For forgery?

The Attorney-General—The Crown Solicitor has considered the matter.

His Lordship—Very well, if you are satisfied Case adjourned.

## PIRACY AND ROBBERY.

Wong Cheung-tai, Lam Shek-on, Chan Wa and Cheung Fooking were indicted on charges of piracy and robbery, and pleaded not guilty.

His Lordship—I see the indictment contains charges on Common Law as well as under the Ordinance. I have very grave doubts as to whether there is any Common Law offence existing after that provided by the Ordinance, and it makes it exceedingly difficult to explain matters to the jury.

The Attorney-General—We had some difficulty in framing the indictment, as it is a question whether it is piracy at all. The prisoners were committed for trial under an Ordinance which had no application in this case; the Ordinance deals with the setting out for piracy. The question arises as to whether the offence was committed within the waters of the Colony, or on the high seas. In order to constitute piracy at Common Law it must be within the jurisdiction of the Admiralty.

His Lordship—I think any question with regard to the indictment is taken before the plea of the prisoners, and we must put this matter perfectly straight, the same as if the prisoners were defended. That being so, I think we should clear up this first question on the indictment. I see your charge says on the high seas. That would be piracy by International Law, and therefore piracy by Common Law. But does it fall outside the Piracy Statutes? They are in force in the Colony, you know.

The Attorney-General—I was doubtful if that was so.

His Lordship—In the constitution of the Colony the Statutes are in force. In 1841 they were in force in the Colony, therefore the old Piracy Statutes are now in force.

The Attorney-General—I am not sure that the Piracy Statutes actually meet the case.

His Lordship—I think those points should be taken.

The Attorney-General—I will explain to your Lordship my position in the matter. The evidence apparently shows that the offence was committed in territorial waters.

His Lordship—Lama Island, that is within the waters of the Colony, and that being so you don't want the Piracy Statutes.

The Attorney-General—I have based the counts on a direct precedent of a case tried in this Court.

His Lordship—This question has never been raised before.

The Attorney-General—In the other case the charge was merely one of armed robbery, although it took place at sea. In the present case, assuming the evidence shows the offence to have been committed on the high seas, it is a case of piracy. If it does not, then it is robbery.

His Lordship—I think, if your evidence is that the offence took place at Lama Island, I should drop the Common Law counts.

The Attorney-General—As your Lordship please.

The following jurors were then called:—C. Glover (foreman), T. Seggie, A. Ogilvie, A. M. Jaffer, H. E. Craddock, I. S. Levy and E. Howard.

The Attorney-General told the jury that the charge against the prisoners at the bar was armed robbery within the waters of the Colony. It appeared that on November 14th four men were fishing on a junk at a place near Lama Island. At about eight o'clock at night, as they were hauling in their fishing net, another boat approached which had a crew of six men. When the vessel ran alongside three of these men boarded the fishing junk, all being armed with knives, revolvers or some kind of firearms. One of the four men on the fishing craft was either pushed, or fell overboard. The boarders then asked the master of the fisher where he kept his money, and on being told, descended into the hold and found the box, which contained \$54 in twenty and ten cent pieces. They also secured some fish, oars and other small things on board, and at the request of the fishermen, rescued the man who went overboard. When the robbers had transferred all the stolen property to their own junk they rowed away towards the east. The master was reported that night by the four men to the police at Aberdeen. Some days later the same fishermen, while out in their junk, fell asleep, and awoke to see that four men armed with revolvers and other kinds of firearms had boarded their craft. These men demanded all the money the fishermen possessed, and stripped the boat of everything worth taking. This story was corroborated by all the prosecutors, but the difficulty would be as to the identification of the men. All the prosecutors would speak to certain of the

prisoners, but it was a curious fact that no two could identify the same man. The stolen property was found by the police in a matchbox near where the prisoners were arrested. After hearing the evidence the jury, without retiring, found all of the prisoners guilty on each count, and his Lordship sentenced them to five years imprisonment on each count, the sentences to run concurrently.

## SINGAPORE V. CROWN AGENTS.

The *Straits Times* of December 7, says:—It will be remembered that, at a meeting of the Legislative Council on September 6, exception was taken to an item in the Final Supply Bill of \$108,195.31, representing mainly the loss incurred by the Colonial Government on the sale of sterling investments by the Crown Agents. At the request of the Unofficial members, His Excellency the Governor wrote to Lord Elgin respecting the reply to be given them as to whether the Crown Agents could be called upon to make good the loss incurred, and enclosing a copy of a report of the Colonial Secretary on the subject. In his despatch His Excellency pointed out that:—

In addition to this loss, (of \$36,227) in the prices realised, there was a further loss in dollars owing to the course of exchange. This loss makes up \$102,717.84 of the total of \$108,195.31.

The loss due to the rise in the dollar is not a real loss, as the money obtained from the sale would have been spent in London, and the real loss to the colony is the difference between the sterling value of the Colony by the time orders to sell were received and the price ultimately realised.

Upon receiving this despatch, the Secretary of States for the Colonies wrote to His Excellency the Governor to the effect that he considered "the Crown Agents would be wanting in their duty to their principals if on the receipt of instructions they failed to bring to the notice of the Colonial Government any special circumstances which, in their opinion, would make it undesirable in the interests of the Colony to take action as directed."

He explained that on receiving such advice it was for the Governor to consider, on his own responsibility, whether he would adhere to or modify the previous instructions. His view was that there was nothing in the procedure peculiar to Crown Agents, for he imagined the same course would be followed by any intelligent agent who had at heart the interests of his employer. In this despatch, his Lordship wrote, "I must express my regret that the Treasurer should have represented the matter to the Legislative Council in a manner which appears from the report furnished by you to have been inaccurate and misleading."

This, of course, was on account of a statement contained in the Crown Agents' reply to the comments from Singapore, in which Mr. M. A. Cameron pointed out that the members of the Legislative Council do not appear to have been told of the loss out of the total apparent loss of \$10,195, the greater portion, which is attributable to exchange, is not a real loss; nor that of the real loss due to depreciation, by far the larger part was incurred before the first instructions to sell were sent to us, so that the amount in question is only about 14 per cent. (£241) instead of 10 per cent. as stated by the Treasurer in Council. Nor were the Council apparently informed, by laying the correspondence before them or otherwise, that action was taken with the concurrence of the Government, which acquiesced in the proposals made in our letter of April 20, 1905.

These are the principal points of a paper laid before the Legislative Council yesterday afternoon, showing detailed correspondence with the Crown Agents regarding the sale of and subsequent loss on securities. It appears that Captain Young anticipated discussion of the subject in the Legislative Council, for we find that, on June 5, he wrote to the Governor, forwarding a statement showing a loss on the market value of the Colony's gold investments of \$36,227.24, in addition to the loss of \$ 6,490.60 on exchange, and asking what explanation of this loss should be given when the Final Supply Bill for 1906 was under discussion. Mr. E. E. Blake, replying for the Crown Agents, wrote, on July 13, that the answer to be given to any enquiry on the subject should be to the effect, that the loss had been due to the realisation of the securities of the Colony during a time of great financial depression. Nevertheless, they thought the Government would have done wisely to have retained its securities until the depression should have passed away, but reminded the Colonial Secretary that a large portion of the loss sustained had been on paper only, and that out of a total holding of £78,635 11s. 6d., £ 7,415 2s. 6d. only had been sold, the remainder £ 71,220 9s. 1d. having been transferred to the account of the Overseas Commissioners at the moment of the sale of the securities. Then follows a short history of the transactions on concluding with the pleasant assurance that the credit of a Government is usually good enough to tide over a time of financial difficulty or depression.

## FOUR GENERATIONS OF LILLIPUTS.

The little Pollard People, who will make their bow once more in Hongkong on Saturday evening, are in direct line of succession from those of the same ilk with whom many of the public first made acquaintance in the early eighties of the last century. A parallel for such an unbroken stage connection may be found in the circumstances of the Terry family of which Miss Ellen Terry is the living representative, or the Broughtons, three generations of whom were at one time together before the public, or to go still further back, the Kembles (John, Philip, Charles, Fanny, and their still more famous sister, Mrs. Siddons). But any comparison of such Brodignagians with the Lilliputians falls short in respect of the fact that at no time for the third of a century have these little people been under management or control other than that of the Pollards, and moreover, the several branches of the family have always largely contributed towards its personnel. As one after another of the juveniles drop out by, so to say, the natural process of superannation, their places are at once filled by others who have been training and understudying for the expected vacancies.

"The Belle of New York" is the piece selected to open the present season of the Lilliputians. Seats may be reserved at the Robinson Place Co.

## LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. *Taming* left Manila on 17th inst., and is due here tomorrow.

The N.Y.K. str. *Bayan Maru* (Bombay Line) left Moji for this port on the 17th inst., and is expected here on the 23rd inst.

The G.N. str. *Minnesota* arrived at Yokohama on 17th inst. at 1 p.m., will leave for Hongkong via usual ports of call on 19th inst., and may be expected here on 2nd prox.

The O. & O. str. *Persia* sailed from Tacoma on the 16th inst. for Hongkong via Japan ports, and is due to arrive in Hongkong on 16th prox.

## AUSTRALIA'S BLUE FUNK.

A Sydney correspondent writes:—Australians having commercial relations with the East, also those who have resided for some time in Japan and neighbouring countries, are unanimous in testifying to the rapid development of the newly awakened national spirit in the land of the Mikado. Thousands of Australian tourists and holiday-makers annually leave Sydney and other Commonwealth ports for Japan, and invariably return deeply impressed with the marvellous industrial development observable in most of the leading cities and towns, so different almost every way from what they had been led to anticipate from the perusal of works professing to deal with Japanese characteristics.

An Australian who has just returned to Sydney after a lengthened residence in Tokyo, states that opinion there, that the Japanese are destined to become the dominant race in the Pacific, and that their future dominion will extend to the northern shores of the Commonwealth. Hence the interest with which the Federal proposal to dispense with the assistance of the Imperial Squadron in Australian waters was regarded by the Japanese native Press, which keeps the people in all parts of the Mikado's country tolerably well informed of everything affecting Japanese affairs in other lands.

Even the introduction of Gilbert and Sullivan's famous musical comedy furnished a basis for local comment, being regarded as an illustration of the growing political and social influence of Japan in Europe.

A gentleman, an engineer by profession, who has been long resident in the East, and is at present in Sydney in search of health, which had become impaired by the effects of a disastrous typhoon, has much to say respecting the probabilities of the Japanese Government, and at the time he left for Sydney occupied an official post in Siam. He speaks very strongly respecting the increasing extent to which the work of colonisation is being carried out, despite the denials of the Japanese Government.

"Why," said he, the other day, speaking to a Sydney Press representative, "they are coming down to Java."

"The Sultan of Bunka (one of the Japanese islands) has been in Japan to interview the Mikado. Why? It is common property, every one knows. It is an important thing to do, but he attempted to get the Mikado to grant him protection against the Dutch." And here it may be mentioned that there exists a strong impression among the islands of the Eastern Seas that should Japan ever experience trouble with a European Power, that Power will be Holland.

Says the engineer already quoted: "I was in Java for two-and-a-half years, and I saw the Java line running from Hongkong to Japan. Java, Java's boats are doing the same. Also there is a line of steamers running between Singapore and Hongkong. Moreover, the Eastern and Australian Company bring some Japanese to Timor, in the Malay, ostensibly for the pearling luggers; but they never return from the luggers. On the contrary, they drift along the Java Islands."

The Dutch authorities have been very much troubled about this matter for some time, and this was the reason (the Japanese are ever getting into the Malay States. In Singapore they are already prominent. They are gradually drifting towards Australia. The rumour of the fleet of the visit of the King of Siam to England was not wholly unconnected with political matters, is believed to have originated in the growing influence of the Japanese in Siam, where they are building gunboats and torpedo boats for the Government. In ancient times there was a Japanese colony in Bangkok, and the tradition of the Javanese Naval Officer, the British Consul, is to appoint German and British officers in the Siamese military service by Japanese. All this points to the existence of some sixth plan, resembling that formerly attributed to Russia, for the future establishment of a new empire in the East.

Already, it is being pointed out, the Nippon Yusen Kaisha and other Japanese shipping companies are driving the British merchant ships out of the Chinese Seas, and within the last few years over two hundred vessels under the British flag have disappeared from the Eastern trade. The Japanese merchant steamers are among the fastest afloat.

The captains and leading officers are British, but the whole of the crews are Japanese. The vessels trading between Commonwealth and Eastern ports are thoroughly familiar with the Eastern and Northern Coast lines of Australia, and it is asserted that the Japanese Naval and Military authorities have a better knowledge of the Northern Territory than is possessed by the Australian Federal and State Governments.

Should the Japanese, by any chance, obtain a foothold in Java, Dutch New Guinea would inevitably follow, and then they would be within a few hours' sail of the long coveted territory, which at present forms the Antipodean No Man's Land, where the Commonwealth is practically defenceless, and will remain so while Socialism remains such a powerful factor in Australian public affairs. So long as the Northern Territory, with its millions of acres, remains unpopulated and neglected, so long will it constitute an irresistible magnet in the eyes of a future generation of Japanese.

## THE LATEST CRAZE IN AMERICAN SUBURBIA.

Headless of wind, rain, storm, and bad roads, Edward Weston, the grand old man of modern American daily journalism, is in the midst of the simple life, still pressed towards his goal, Chicago, on his great tramp from Portland, Maine.

He has been doing 70 and 80 miles a day, and says the "Telegraph" he will undoubtedly beat the records he established in America and England four years ago.

Crowds of people and reporters follow Weston as he dashes across the country, stick in hand, and head erect.

At every stopping place he is obliged to make a little speech, usually recommending his golden rule of life, first a run or a good walk before breakfast.

Ten thousand people greeted him at Ohio, and Weston talked for a quarter of an hour. Here is his advice:—

Don't smoke cigarettes; smoke cigars or a pipe if you must smoke. Eat prudently. Take a cold bath each morning. Walk to bed with each morning. Don't keep late hours. Undoubtedly Weston's example and advice are having a splendid effect.

Nowadays it is hardly possible to walk out in an American suburb without seeing many elderly, sedate-looking gentlemen of all ages rolling off their mile run.

How to be beautiful—Keep your complexion, Mrs. Ellen's Creams, Lotions, Charms and Special Skin Tonic and Poudre Charms will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. E. Watson & Co., Ltd., Sole Agents.

## "FORTUNATUS" CLAIM.

DIFFICULT SALLYING OPERATIONS IN INDIAN OCEAN.

In the High Court of Justice, on November 14, before Mr. Justice Buckley and two of the Elder Brethren of the Trinity House, a most interesting claim was decided.

It was an action by the owners, master, and some of the crew of the Blue Funnel Line steamer *Fortunatus* against the owners of the steamer *Fortunatus*, for salvage services. The *Fortunatus* which has since been destroyed by fire, was a screw steamer of 3,425 tons, and on April 5, 1907, while on a voyage from Melbourne to Calcutta, via Singapore, ran ashore on an uncharted reef off the north coast of the Island of Flores, in the Dutch Archipelago. She was laden at the time with a general cargo, and also with horses and sheep, and had well 38 passengers on board. The weather was fine and the sea calm. The next day a native boat came alongside, and the third officer, accompanied by a Dutch passenger as interpreter, proceeded in it to a neighbouring island to cable for assistance. Jettisoning the cargo was commenced, and proceeded from both sides of the ship.

On the evening of April 5, the British India steamship *Exaltada* came up and made two unsuccessful attempts to tow the *Fortunatus* off the reef, but owing to the darkness and the rough weather, she was obliged to return on her voyage. On April 15, the master of the *Fortunatus*, while landing at Sourabaya, received from the agents of the *Fortunatus* news of the stranding, and, having obtained leave from his Batavia agents by telephone, completed his landing in all haste and proceeded to render assistance, a course which involved a deviation from his voyage of 750 miles. The master of the *Fortunatus* had never previously been among the islands east of Java, and knew no Dutch, Chinese, or English, and had to be treated as a preliminary sketch, and that on occasion were to be expected, as the irregular character of the depths, and the prevalence of coral formations forbade any certainty that all dangers had been discovered.

The *Fortunatus* reached the spot on April 17, and slowly left her way in with the lead, her boat also going just ahead of her to give warning of reefs. In this way she got within 600 ft. of the *Fortunatus*, and steel hawsers were made fast and towing was begun, at first without success, the springing masts to one hawser parting. The next morning towing recommenced, and after some time one hawser parted. About 3 o'clock, the *Fortunatus* was dragged off by means of the remaining hawser. The total value of the *Fortunatus* and her cargo was £30,000. The value of the *Fortunatus* was £28,498, her cargo £1,900, and freight at risk £1,000.

Mr. Justice Buckley, after referring to the fact above stated, warmly praised the master of the *Fortunatus* for the manner in which his services had been rendered. He thought the master of the *Fortunatus* had also rendered the service of the *Fortunatus* with considerable skill. It was a particular pleasure to reward services which were not those of professional sailors who were so apt to exaggerate their claims. The master of the *Fortunatus* had told his story clearly and with modesty. Although, the weather was fine there was a reef ahead towards which she had to tow. The services were valuable, as shown by the fact that the *Fortunatus* was damaged by the stranding to the extent of £5,000. He awarded a total sum of £25,025, which he divided as follows:—To owners, £23,575; to the master, £400; to the chief officer and chief engineer, £150 each; to the second officer and second engineer, £100 each; to the third officer and third engineer, £75 each; to the fourth officer, £50; to the doctor, £20, and the steward, £20.

## GERMANS BUY COALFIELD.

TOW THOUSAND ACRES SECURED NEAR DOVER.

A German syndicate has acquired 2,000 acres in the Kentish oilfields, and is arranging to start work at once between Dover and Canterbury, says a London paper.

About twelve months ago some coal-mining experts from Westphalia paid a visit to the Dover Colliery Works, and were very struck with the similarity of the strata to those in some of the best German coalfields. A second visit was paid to Dover about six months ago, and since that time negotiations have been going on for the acquisition of part of the proved land between Dover and Canterbury.

Experts were sent from Westphalia to make full inquiries on behalf of a syndicate of Berlin bankers and financiers. They returned with a favourable report, and a contract for the purchase of two thousand acres was entered into.

The site selected by the Germans will be the nearest pit to the port of Dover, the area being only about two miles inland.

Among the coal seams proved at Dover is one of very valuable steam coal, to which it is stated the Germans attach great importance.

## TOWN RUINED BY SOCIALISM.

SEMIKING OF CLERSON FROM FRANCE.

Some remarkable statistics are published illustrating how Brest has been ruined by Socialism.

For three years the town was placed by the polls completely under the control of the Socialists. This summer the Socialists had to renounce their power, as they had reduced the town to a state of absolute bankruptcy.

There are 71,000 inhabitants, of whom at the end of last year 23,534, or one third of the total population, were in receipt of poor relief.

The facts prove that the persons who received relief were not in a state of poverty, but that they were the recipients of corrupt indulgences on the part of the Socialist administration.

Strikes which were engineered at the arsenal and elsewhere, and were followed by similarly induced strikes of dockers and seamen, which had a disastrous effect on the maritime trade.

The building trade fell off 90 per cent. in the three years, the local Customs diminished, and the Socialist council spent three-quarters of the £18,000 surplus left by their predecessors.

Several schemes laudable enough in appearance were made, the vehicle of wholesale extravagance. It was decided to organize the distribution of pure milk in working class quarters. The total expenditure was £1,400, of which £730 was paid in wages and rent. Each litre (1½ pints) of milk, costing three halfpence, cost the municipality in distribution three pence halfpenny.

Then the council organised a municipal theatre on Socialist lines. After two years of Socialist plays the audiences so fell off that the theatre was run at a loss of £1,600 last year.

The experience of Brest has also been that of other French towns. Socialism did the same when in power at Saint Denis, Roubaix, Marseilles, and Limoges. In each case a majority formed of the hated bourgeoisie had to be sought to set municipal affairs once more on a firm foundation.

## TRY IT "CLUB" THAT'S ALL

PRONOUNCED THE BEST SCOTCH WHISKY AT THE PRICE ON THE MARKET.

"CLUB" SCOTCH—Our SPECIAL BLEND—This Whisky shows the high perfection obtained by long experience in the selecting and skill in the blending of Scotch Whiskies. The extreme softness and mellowness and the fine character are produced by great age, high quality and judicious blending. Being entirely free from saccharine, it possesses medicinal properties of exceptional value, and is unquestionably the perfection of Scotch Whiskies.

PER DOZEN ... .. \$14.00

## H. PRICE &amp; CO., LTD.

WINE, SPIRIT &amp; CIGAR MERCHANTS, 12, QUEEN'S ROAD CENTRAL

## SHIPPING COMPETITION.

The Singapore Free Press of December 12, says:—

By its coercion of shippers in China and Straits ports the Homeward Conference may shield the P. and O. and other of its fellow-competitors from the effects of competition, but the monopoly of the Conference does not keep out the onward thrusts of Japanese competition on the seaward Bombay-Japan run. And the P. and O. Company, through the persona of its Chairman, Sir Thomas Sutherland, is uttering a tragic cry telling that through the Bombay chink in the armour the sharp blade of the Japanese shipping enterprise is making its point painfully felt. Indeed Sir Thomas goes so far as to say that the whole of the Company's intercolonial trade between Bombay and Japan—"intercolonial" seems hardly the word—"has been for the present wiped out by Japanese competitors."

It is apparently not only in cheaper rates, but in more frequent opportunities, that the P. and O. Company at Bombay is feeling the effects of Japanese rivalry. For Sir Thomas gives it as a private idea of his own that he imagines this present multiplication of Japanese steamer sailings from Bombay to be instigated by the Japanese Government. And he proceeds to say that this competition is hardly fair because during the Russo-Japanese war, "the P. and O. Company carried the whole of that trade for the benefit of Japanese manufacturing interests."

It is a little difficult to see how Sir Thomas Sutherland succeeds in making good his charge of unfairness. The war relieved his Company of any Japanese competition, for the Japanese merchant marine were engaged during that period as military transports, and in any case could not have participated in ordinary trade until after the Russian fleet was destroyed by Admiral Togo. The P. and O. had a practical monopoly of the Bombay-Japan trade while the war was proceeding, and it does not seem to be stated that they carried Indian exports to Japan at lower rates, just to oblige a nation temporarily deprived of the service of its own merchant marine. Now that the war is over trade resumes its usual channels. It is not difficult to understand that the transport of yarns from Bombay at as cheap a rate as possible is a very important thing for the textile industry in Japan, which so largely depends on Indian yarn. It is likely enough that the Japanese line, in the interest of that great industry, are offering freight rates that undercut those of the P. and O. Company, and thus get all the cargo offloading for Japan. [We print in another column an interesting if rather too alarmist reference to Japan's activity from Australia.] In that article it is stated, on the general question of Japanese maritime enterprise, that "Already the Nippon Yusen Kaisha and other Japanese shipping companies are driving the British merchant marine out of the Chinese seas, and within the last few years over two hundred vessels under the British flag have disappeared from the Eastern trade. The Japanese merchant steamers are amongst the finest afloat." On the theory of Free Trade, if the Japanese steamer lines can run the business cheaper than the P. and O. Company, they get the business, and there is an end of the matter. If the P. and O. Company want a share of the business they must come down to Japanese freight rates, or lower. It is all very well for Sir Thomas Sutherland to hold out a sort of "Yellow Peril" prospect in the resounding phrase, "A people demand for centuries have suddenly awakened to almost supernatural activity." The natural rejoinder to that is that it is time for other people besides the Japanese "to awaken to almost supernatural activity."

It comes pretty well to this; that modern science in marine construction and engineering is no longer the monopoly of the white races. Competition is inevitable, and monopoly rates of freight are about to vanish, in spite of all the Shipping Conferences in the world. If Eastern merchants cannot get their tea or silk or tin or gutta or rubber home to London, Antwerp or Hamburg at decently profitable rates by British or German steamers, the great Japanese and Chinese steamer lines of a not distant future will do the work for them at a rate that will let Eastern commerce earn a fair return on its capital.

## RUSSIA'S INTERESTS IN CHINA.

MINISTER TO PAY A VISIT OF INSPECTION.

M. Shipoff, the financial expert who accompanied Count Witte to Portsmouth (United States) at the time of the peace negotiations with Japan, and who was immediately afterwards appointed Finance Minister in the Witte Administration, has been sent by the Government to study the financial situation in the Far East, and especially the position of the Chinese Railway, which the Russian public subsidizes and protects, but over which it has no legal right to examine.

M. Shipoff has found the work entrusted to him to be of much greater importance for the future of the Eastern Siberia than he has telegraphed to M. Filoff, Minister of Trade and Commerce, saying that a personal examination by him of the state of affairs in Siberia would be most desirable. Mr. Filoff will accordingly leave St. Petersburg in a few days for the Far East.

## SUN'S EXTRAORDINARY OUTBURST.

An extraordinary outburst on the sun was observed by Dr. Rambaut, director of the Radcliffe Observatory at Oxford, last month.

About 11.45 in the morning a flame shot out, and, growing at the rate of 10,000 miles a minute, by 12.10 had reached a height of 325,000 miles above the sun's surface.

The flame then broke up into fragments, and, except for a mere stamp, had disappeared by 12.15.

## ECZEMA DROVE HIM TO DESPAIR

Hand Became Swollen and Very Red and Painful—Arm Gradually Affected Up to Elbow—Impossible to Give Idea of Agony Undergone for Three Years—Doctor and Very Many Remedies Failed.

## CURED BY TWO SETS OF CUTICURA REMEDIES

"My trouble started with swelling in my right hand, which became red and very painful and irritating. This swelling spread gradually up the arm until it reached the elbow. It is impossible for me to give any idea of the agony I went through during the three years that this eczema continued. I tried first one remedy and then another, only too glad to test anything that my friends suggested. Nothing seemed to be of the least good. I went to a doctor for four weeks in the provinces, where I was living at the time, and the treatment he put me under was as ineffectual as the others. I was almost in despair. One day I happened to catch sight of an advertisement of Cuticura Remedies, and there I read of a case of eczema having been cured by the use of Cuticura Soap, Cuticura Ointment, and Cuticura Resolvent. I was so struck by this that I bought a box of Cuticura. I would at least make one more try to get my arm right. I bought the whole treatment of the eczema, and I persevered with it for a week. By that time the improvement was apparent to any one, and the relief I felt myself was great. I should not have believed it possible for any remedy to afford such comfort in so short a time. My experience with the other remedies for eczema—all of which I had tried—was so different that I was able to appreciate Cuticura to the full. By the doctor's orders I was keeping my arm in a sling for many months, but I was soon dispensed with when I started with Cuticura. I persevered with Cuticura Soap, Ointment, and Pills for about a couple of months, and I was soon completely cured, and I can tell you candidly and heartily that I was cured. I have occasion to feel great faith in Cuticura in skin ailments not only because of the great good it has done me, but because of the benefit I know has accrued from its use to many cases. Mr. T. S. Gillard, 3, Hetty Road, Shepherd's Bush, London, Nov. 19, '06."

## RAILWAYS IN CHINA.

THE PROVINCES AND THE CENTRAL GOVERNMENT.

The *Times* correspondent at Peking writes on November 15:—

The Soochow-Hangchow-Ningpo railway question is assuming national importance. Although the agitation in Chekiang and Kiangsu provinces was originally confined to the question of sovereign rights and was ostensibly directed against the contracting of foreign loans, the issue has now become clearly defined between the central Government and the provinces—namely, whether the railways should be Imperial or provincial undertakings. The Throne, following the advice of Yuan Shih-kai, has recently taken up a strong line. An Edict of October 3 asserts the central Government's intention to carry out its agreement with the British and proclaims that good faith is essential in foreign relations. A further Edict published on Wednesday warns the leaders of the agitation that if disturbances occur as the result of their violent writings and meetings they will be held personally responsible.

In spite of its bold attitude, the Government would willingly compromise or defer the question if possible; in the first place, because the Chekiang provinces have made no grievance against Peking since their local company was organized under an Edict of September 23, 1905, which cancelled the British concession for the Soochow-Hangchow-Ningpo railway and transferred the construction to the provincial native bureau; secondly, because other provinces, notably Shanai, are identifying themselves with Chekiang and Kiangsu in the matter of common policy; and, thirdly, because differences have made their appearance in the Grand Council. The result is that Peking is inundated with telegrams, memorials, and petitions, and the metropolitan officials are subjected to severe pressure, often amounting to intimidation. As an example I may mention that Wang Tai-shih, lately Minister to England and a native of Chekiang, received orders from the Throne in September to pacify his fellow-provincials by explaining that



## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Code: A.B.C., 5th Ed. Mober's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## BEKANNTMACHUNG.

IM hiesigen Handelsregister Abteilung A. No. 4, ist heute zu der Firma EBERHARD A. ROESE, in Swatow eingetragen worden:

Der Kaufmann Henry Roese ist als Gesellschafter aufgenommen.

Die Firma ist in GEBRÜDER ROESE geändert.

Die Gesellschaft ist eine offene Handelsgesellschaft mit dem Sitz in Swatow. Gesellschafter sind die Kaufleute: Eberhard Roese in Swatow, Henry Roese in Swatow.

Der chinesische Firmenname der Gesellschaft ist:

## 新昌 SEN CHANG.

Die Gesellschaft hat ihre Geschäfte mit dem 1. Oktober 1907 begonnen.

KAISERLICH DEUTSCHES KONSULAT.

Swatow, den 10. Dezember 1907. 1906

## THE TRADE MARKS ORDINANCE, 1888.

NOTICE IS HEREBY GIVEN THAT M. J. CONNELL of Seattle, Washington, in the United States of America, has on the 23rd day of September, 1907, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Marks, viz.:

- (1) The representation of a Red Disc supposed to represent the Sun, and the word "MORON" below the same. On the right hand side thereof are the Chinese characters 紅日 meaning "RED SUN" and on the left hand side thereof are the Chinese characters 當天 meaning "TOWARDS THE SKY" above the representation are the words "CONNELL MILLING COMPANY" and at the foot thereof is the representation of a small Red Disc and the word "MORON".
- (2) The representation of an Arm Lily printed in an ornamental circular border with the words "RITZVILLE FLOURING MILLS" on the top thereof and the words "WHITE LILY" at the foot thereof.
- (3) The representation of a White Fawn in a circular landscape with the words "WHITE FAWN" below the same. Above the mark are the words "RITZVILLE FLOURING MILLS INCORPORATED" and at the foot thereof are the words "WHITE FAWN".
- (4) The representation of an Ornamental Monogram containing the letters "S. R. M." with the word "CHORUS" below the same. On the right and left sides of the Monogram is the representation of several fern leaves and above the Monogram are the words "SPRAGUE ROLLER MILLS".

The whole enclosed in an ornamental border. In the name of the said M. J. CONNELL of the said address who claims to be the Sole Proprietor thereof.

The TRADE MARKS have been used by the applicant in respect of FLOUR in Class 42. Facsimiles of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 18th day of December, 1907.

GOLDBRING & BARLOW,  
Solicitors for the Applicant,  
10, Queen's Road Central,  
1907

## NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship "PRINZ-EITEL-FRIEDRICH," having arrived, consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon whither delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 17th inst., at Noon.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 24th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 9.30 A.M.

All claims must reach us before the 28th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD.  
MELCHERS & CO.,  
Agents,  
Hongkong, 18th December, 1907. 5

## NOTICE.

M. R. A. S. EBRAHIMJEE being about to leave for Bombay, Mr. AHMED JOOSAN will conduct the business and sign the name of our Firm in China from This Date.

C. ABDOLLA & CO.  
Hongkong, 17th December, 1907. 1905

## THE CHINA &amp; JAPAN TELEPHONE AND ELECTRIC CO., LTD.

A Well Educated, Single Lady is required to fill the position of Clerk-in-Charge of the Central Telephone Exchange.

Applications should be made in writing to the Manager, 2, Duddell Street, Hongkong, 13th December, 1907. 1906

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. STEWART, to sell by Public Auction,

TO-MORROW (FRIDAY) the 20th December, 1907, at 2.30 P.M., within her residence, No. 4, Lockhart Terrace, Kowloon,

## THE WHOLE OF HER VALUABLE HOUSEHOLD FURNITURE

THREEIN CONTAINED. Comprising:—PLUSH COVERED DRAWING ROOM SUITE, TEAKWOOD OVERMANTLES with Bevelled Glass, SILK-EMBROIDERED PICTURES, SCREENS, TEAKWOOD STOVEBOARDS with Bevelled Glass, DINING TABLES and CHAIRS, DINNER WAGGONS, DINNERS, SERVICES, GLASS and E.P. WARE, BRASSMOUNTED IRON BEDSTEADS and BEDDING, TEAKWOOD WARDROBE with Bevelled Glass, MARBLE-TOP BUREAU with Bevelled Glass, CHEST-OF-DRAWERS, &c., &c., &c.

Also, One COFFAGE PIANO by F. DORNER & SOHN, Stuttgart;

And A quantity of PALM TREES IN POTS. Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers,  
Hongkong, 14th December, 1907. 1890

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 3rd day of December, 1907, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR of One Lot of CROWN LAND at CAUSEWAY BAY, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

Lot No.	Area in Acres	Area in Square Feet	Area in Square Meters	Area in Ares	Area in Centares	Area in Decares	Area in Hectares	Area in Myriares	Area in Square Kilometers
1	1.14	124,000	12,400	124,000	12,400	124,000	12,400	124,000	12,400
2	1.14	124,000	12,400	124,000	12,400	124,000	12,400	124,000	12,400
3	1.14	124,000	12,400	124,000	12,400	124,000	12,400	124,000	12,400
4	1.14	124,000	12,400	124,000	12,400	124,000	12,400	124,000	12,400
5	1.14	124,000	12,400	124,000	12,400	124,000	12,400	124,000	12,400
6	1.14	124,000	12,400	124,000	12,400	124,000	12,400	124,000	12,400
7	1.14	124,000	12,400	124,000	12,400	124,000	12,400	124,000	12,400
8	1.14	124,000	12,400	124,000	12,400	124,000	12,400	124,000	12,400
9	1.14	124,000	12,400	124,000	12,400	124,000	12,400	124,000	12,400
10	1.14	124,000	12,400	124,000	12,400	124,000	12,400	124,000	12,400

## INTIMATIONS.

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

THE THIRD DANCE of the Season will be held in the CITY HALL on JANUARY 3rd, 1908. Invitation Cards are now available, and may be obtained from the undersigned.

Late launch will leave Ferry Wharf for Kowloon at 1.30 A.M.

JOHN J. BLAKE,  
Hon. Secretary,  
Hongkong, 13th December, 1907. 1905

## TROOPS GOING HOME.

THE CHAPLAIN to the Forces would be glad to receive Magazines, Illustrated Papers or Books for the use of the Troops going Home on the "SIRIO". A postcard addressed to him at Headquarters Office will ensure parcels being fetched or they may be sent to Chaplain's Room, Fletcher Street, any morning.

Hongkong, 6th November, 1907. 1779

SWATOW DRAWN WORK COMPANY,  
38, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL Dealers in all Sorts of DRAWN WORK, EMBROIDERY, BEST PATTERN WARE and CANTON GRASS CLOTH, &c.

Hongkong, 19th October, 1907. 1685

## JUST RECEIVED. A FINE ASSORTMENT OF CHRISTMAS &amp; NEW YEAR CARDS.

HALF-MASKS, ART RELIEF NOVELTIES, MECHANICAL ANIMALS.

POSTCARD, BIRTHDAY AND STAMP ALBUMS, POSTCARD PAINTING BOOKS.

USED POSTAGE STAMPS in Bags, Packets, &c., Suitable for Christmas Presents at prices to suit any buyer. Inspection solicited.

GRACA & CO.,  
Hongkong Hotel Corridor,  
1591



SANITARY BOARD OFFICE, Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Western Division of the City of Victoria, occupied by members of more than one family must be CLEANSED and LIME-WASHED THROUGHOUT by the owner during the months of November and December.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all inside partitions, stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be cleaned.

The Western Division of the City lies to the West of Tank Lane and Gloverly Street.

G. A. WOODCOCK,  
Secretary,  
Dated this 2nd day of December, 1907. 1839

## ENTERTAINMENT

THEATRE ROYAL, HONGKONG.

## LAST TWO NIGHTS

## THE BANDMANN COMEDY CO.

22 LONDON ARTISTES 22 will present the following Last London Successes for the first time in Hongkong.

TO-NIGHT (THURSDAY), December 19th: HALL CAINE'S Great Play, THE CHRISTIAN, Now Crowding the Lyceum Theatre, London, Nightly.

TO-MORROW (FRIDAY), December 20th: FAREWELL PERFORMANCE, THE MORALS OF MARCUS, by W. J. LOCKE, Founded on the Celebrated Novel "The Morals of Marcus Odeyas," from the Garrick Theatre, London.

Price of Admission: \$1, \$2, and \$1. Plan at MESSRS. MOUTRIE & CO. FULL ORCHESTRA.

Doors Open 8.30 P.M. Commencing 9.15 P.M. sharp. Hongkong, 16th December, 1907. 1890

## TO LET.

A SHOP and DWELLING HOUSE, No. 78, Queen's Road Central.

Apply to—Messrs. S. J. DAVID & Co., Prince's Buildings, Hongkong, 11th December, 1907. 1954

## TO LET.

HOUSES in AUSTIN AVENUE, Kowloon.

Apply to—E. D. SASSOON & CO., Compradore Department, Hongkong, 22nd August, 1907. 1882

## TO LET.

THE WHOLE OF THE SECOND FLOOR of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number besides kitchen, pantry, bathroom, servants quarters etc. Very moderate rent. Immediate possession.

The above premises can also be rented separately as offices or for residential purposes.

Apply to—YEE SANG FAT & CO., Same Address, Hongkong, 7th October, 1907. 1827

## TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding House or Club. Containing 28 Rooms.

No. 2, COLLEGE GARDENS, contains 6 Rooms newly painted, repaired and colour-washed. Possession from 1st January, 1908.

OFFICES on the Third Floor of ROZEL MANSIONS, 3 ROOMS Corner over Messrs. KRUSE & Co. Fine position. Cheap rental.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

NO. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Calbrook MacGregor).

OFFICES in Queen's Road Central, BRILLIANT TERRACE HOUSES, ROBINSON ROAD.

BISHOP'S LODGE SOUTH (FRANK) Party Furnished, Immediate Possession.

NO. 1, MOUNTAIN VIEW (FRANK) Furnished. For 4 or 5 months from 1st December, 1907.

NO. 1, ALBANY, No. 6, DES VOGES VILLAS (FRANK). No. 2, BEACONSFIELD ARCADE. No. 55, ELGIN STREET (Corner House) No. 57, PRAYA GRANDE, Macao.

Apply to—LINSTRAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 26th November, 1907. 1162

## TO LET.

NO. 59, CAINE ROAD.

Apply to—SAM WANG CO. LTD., 81, Queen's Road Central, Hongkong, 27th November, 1907. 1103

## TO LET.

IMMEDIATE POSSESSION.

NO. 2, HOLLYWOOD ROAD.

Apply to—ARRATON V. APCAR & Co., 45, Wyndham Street, Hongkong, 2nd March, 1907. 491

## TO LET.

NO. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, Zetland Street, No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—LEIGH & ORANGE, 1, Des Vaux Road, Hongkong, 9th October, 1907. 94

## TO LET.

THE Top Floor of No. 2, Wyndham Street, lately vacated by the Hotel Baltimore, suitable for a Club or Boarding House.

First Floor of No. 3, Queen's Road Central, comprising: Six Large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FRED. BORMANN & CO.

Apply to—DAVID SASSOON & Co. Ltd., Hongkong, 3rd December, 1907. 1638

## TO LET.

"LEWKNOR" No. 116, FRANK, Furnished, for 17 months from the end of April 1908.

Apply to—M. W. SLADE, Prince's Buildings, Hongkong, 22nd November, 1907. 1859

## TO LET—FURNISHED.

A SIX ROOMED HOUSE at ELMOT CRESCENT, ROBINSON ROAD.

Apply to—F. X. D'ALMADA & CASTRO, 33, Queen's Road Central, Hongkong, 3rd December, 1907. 1815

## TO LET

## TO LET.

NO. 5, MORRISON HILL.

One FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to—JARDINE, MATHESON & Co., Ltd., Hongkong, 21st October, 1907. 1639

## TO LET.

PER 1st January, One OFFICE ROOM on Second Floor, Prince's Buildings.

Apply to—REUTER, BROECKELMANN & CO., Hongkong, 9th December, 1907. 1944

## TO LET.

FIRST Class European Houses, Lockhart Terrace and Humphreys Avenue Kowloon.

Apply to—HEWAN & CO., Care of China Merchants S. N. Co., Hongkong, 1st October, 1907. 1890

## TO LET.

NO. 5, ORMSBY TERRACE, Kowloon. Cheap Rental.

Apply to—SPANISH PROCUATION, Hongkong, 18th October, 1907. 1677

## TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to—SECRETARY, A. S. Watson & Co., Limited, Hongkong, 23rd April, 1907. 1800

## TO LET.

10, QUEEN'S GARDENS. For one year from 1st April next.

Apply to—A. W. BREWIN, Registrar General's Office, Hongkong, 14th December, 1907. 1924

## TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.

"HATHERLEIGH" Conduit Road. A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MOUNTAIN TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st December, 1907. 1792

## TO LET.

NO. 11, SEYMOUR ROAD.

Apply to—THE COMPRADORE DEPT., JARDINE, MATHESON & Co., Ltd., Connaught Road Central, Hongkong, 13th December, 1907. 1892

## TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 3rd June, 1906. 197

## TO LET.

IMMEDIATE POSSESSION.

GODOWNS Nos. 85, 96 and 101, Praya East.

Apply to—CHATER & MIDDY, Victoria Buildings, Hongkong, 10th December, 1907. 1889

## TO LET.

NEW and COMMODIOUS SHOP in Des Vaux Road Central, moderate rental.

FLATS in Des Vaux Road Central, No. 14, SALISBURY AVENUE, Kowloon, No. 2, GRANVILLE AVENUE, Kowloon, No. 3, EAST TERRACE, Kowloon.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LD., Hongkong, 27th November, 1907. 1155

## TO LET.

"CROWN EST." Barker Road; Unfurnished or partly furnished.

Apply to—C. L. GORHAM, 3, Pedder's Street, Hongkong, 3rd December, 1907. 1916

## TO LET.

A HOUSE in KNUTSFORD TERRACE KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st December, 1907. 192

## TO LET.

"STILLINGFLEET" Peak Road. SIX ROOMED HOUSE with Fine View of Harbour.

"HARPERVILLE" Garden Road. SIX ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.

Apply to—PERCY SMITH & SETH, Accountants & Auditors, &c., 5, Queen's Road Central, Hongkong, 28th November, 1907. 1839

## ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR

日曆英中十年十五

From 1st JANUARY, 1884 to 31st DECEMBER, 1913, BEING FROM THE 1st YEAR OF THE 72ND CYCLE TO THE 50TH YEAR OF THE 72ND CYCLE, THAT IS THE 32d YEAR OF TUNG CHI TO THE 33TH YEAR OF KWONG SUN.

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On Sale at the HONGKONG "DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World, unrepresented by Agents on receipt of Money Order.

Hongkong, 3rd October, 1906. 1841

## BANKS

## THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... \$1,500,000  
SUBSCRIBED ... 1,125,000  
PAID-UP ... 562,500  
RESERVE FUND ... 170,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.





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Pure Article  
in its most  
digestible form.

"None of the numerous  
Coccos have as yet equalled  
Van Houten's in solubility,  
agreeable taste, and nutritive  
properties."—*Health*.

Van  
Houten's  
cocoa

"Pure and Unmixed."—*The Lancet*.

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capable of ready assimilation  
and digestion."—*Medical Annual*.

A COCOA  
YOU CAN ENJOY.



1020-13

FOR SALE

FOR SALE.

INLAND LOT No. 1706.

SITUATE at North Point, Shaukiwan  
Road, Hongkong, (next to the Metropole  
Hotel).

The property contains by admeasurement  
103,850 square feet. Crown Rent, \$233.00 per  
annum.

For further particulars, apply to  
GOLDING & BARLOW, Solicitors,  
10, Queen's Road Central.  
Hongkong, 12th September 1907. 1494

STORAGE

FOR COAL, TIMBER, &amp;c.

TO BE LET, a Portion of MARINE LOT  
No. 285 at NORTH POINT, Suitable  
for above Purpose. EXTENSIVE WATER  
FRONT. DEEP WATER.

Also FOR SALE.  
Portions of MARINE LOTS Nos. 31 & 32  
on PEAY EAST. Approximate AREA  
43,000 SQUARE FT. 999 YEARS' LEASE.  
For Particulars, apply—  
GEO. FENWICK & Co., Ltd.  
Hongkong, 8th June, 1906. 1105

HONGKONG  
BUSINESS DIRECTORY.

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taught workmen Equal to Home  
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Merchants. Wholesale and Retail  
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Good Panorama Views of Hongkong,  
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Repaired, Overhauled, Charges moderate.  
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Bureau) 19, Queen's Road Central  
(First-floor).

## INSURANCES

THE GLOBE INSURANCE COMPANY  
OF HAMBURG.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.  
CARLOWITZ & Co.  
Hongkong, 13th August 1906. 29

NORTH BRITISH AND MERCANTILE  
INSURANCE COMPANY.  
TOTAL FUNDS AT 31st DECEMBER, 1905  
£17,837,119.

AUTHORIZED CAPITAL... £3,000,000  
SUBSCRIBED CAPITAL... 2,750,000  
PAID-UP CAPITAL... 687,500 0 0  
FIRE FUNDS... 3,380,720 10 6

The Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 27th April, 1907. 1146

AACHEN AND MUNICH FIRE IN-  
SURANCE CO.  
OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.  
BEUTER, BROCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. 114

THORNE'S  
OLD VAT

PER CASE



\$14

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE  
OF GREENOCK AND HAS BEEN SOLD SINCE 1831

SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
A. S. WATSON & Co., Ltd.  
1783

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
YAGASAKI.

CODE WORD: "DOCK."  
A.I., A.B.C., and Engineering Code Used  
NEW DOCK NOW OPEN.

DOCK No. 3.  
Extreme Length... 722 feet.  
Length on Blocks... 714 "  
Width of Entrance on Top... 84 "  
Width of Entrance on Bottom... 84 "  
Water on Blocks at Spring Tide 94 "

DOCK No. 1.  
Extreme Length... 528 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 88 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide 61 "

DOCK No. 2.  
Extreme Length... 371 feet.  
Length on Blocks... 354 "  
Width of Entrance on Top... 66 "  
Width of Entrance on Bottom... 53 "  
Water on Blocks at Spring Tide 22 "

PATENT SLIP.  
Suitable for vessels up to 1,000

THE WORKS are well equipped with  
LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS; and also ELECTRICAL  
WORK.

A LARGE STOCK OF MATERIAL is  
always kept on hand.  
The COMPANY has the powerful steamers  
"OUBA-MARI" (712 tons) 700 I.H.P.  
specially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
Short Notice. 799

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ALSO

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CARDS, &c.

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MADE TO ORDER

PERIODICALS BOUND AND BOOKS OF  
ALL KINDS REBOUND  
IN THE BEST MATERIALS.

Estimates furnished on Application to the  
Printing Department "HONGKONG DAILY  
PRESS" Office

## ROYAL MOVEMENTS.

DEPARTURE OF THE KING'S GUESTS.

The *Globe* of November 12th reports as  
follows:

After a week's fine weather following upon  
the fog which marked their arrival, the de-  
parture of the King and Queen's Imperial and  
Royal guests took place this morning in wet  
and dismal weather. In spite of this, however,  
hundreds of persons lined the route from Castle-  
hill to the German Empress was to make her  
departure for Port Victoria. Closed carriages  
conveyed the whole of the Royal personages,  
and there was no escort.

The departure platform of the station was  
carpeted, and the walls on either side of the  
entrance to the Royal waiting-room were covered  
with crimson material and trophies. The  
waiting-room was decorated with flowers.

The first to arrive was Prince Christian, from  
Cumberland Lodge. Then followed the suites  
from the Castle of the two Royal houses. A  
four-horse landau, preceded by outriders,  
brought the King and Queen and the Emperor  
and Empress. Other carriages brought  
Princess Victoria, the Duke and Duchess of  
Connaught, Princess Patricia of Connaught,  
and from Frogmore House, the Prince and  
Princess of Wales and Prince Arthur of  
Connaught.

A large number of presentations were made  
in the waiting-room.

Outside there was much shaking of hands  
between the Empress and the Lords and Ladies  
in Waiting on the platform who had come to  
witness the departure.

The Empress wore a gown of peacock blue,  
with large picture hat. The Queen was in  
black, with a bunch of violets. The King wore  
a long overcoat and rose pink carnation in his  
button-hole.

The Empress and Queen kissed each other, and  
the Empress was also kissed by the King. The  
Emperor kissed his Consort on both cheeks, and  
handed her into the Royal saloon of the train,  
which, in charge of Mr. F. G. West, assistant  
superintendent of the line, steamed out of the  
station at 10.48 for Port Victoria, where the  
Empress embarked on board the "Hohenzollern"  
for the Continent. The Imperial yacht leaves  
tomorrow morning.

Immediately after the Empress's departure,  
the King and Queen, the Emperor, and the  
Royal personages, with their suite, entered the  
carriages in waiting and galloped up the Thames  
Hill to the Great Western Station, the Royal  
train being timed to leave with the Kaiser at  
eleven o'clock. Here, in the Royal waiting-  
room, were farewells between the Emperor and  
his Royal hosts, and a number of the Royal  
Household at the Castle were formally presented.

The King escorted his Royal nephew to the  
saloon, and on the way the Emperor shook hands  
heartily with the Mayor, Alderman Bamford.  
His Majesty said to his Worship:—  
"I am very happy to have had such a pleasant  
time in Windsor."

The Mayor replied that the Wind or people  
would cherish memories of His Majesty's visit.  
The Kaiser then entered the saloon, the  
King standing at the window, with Queen  
Alexandra a little distance behind. There  
were more hearty farewells and waving of  
hands, and the train punctually steamed out for  
Hind's Head.

Mr. Morris, superintendent  
of the Great Western line, and Mr. Holmes,  
superintendent of the London and South-  
Western (over whose line from Basingstoke the  
train ran), were in charge.

## GERMANY'S NAVY.

£17,000,000 TO BE SPENT ON WARSHIPS.

According to the German naval estimates for  
1908, during the next four years Germany will  
annually lay down four armoured ships (three  
Dreadnoughts and one huge armoured cruiser-  
or Invincible), in addition to two small cruisers,  
two destroyers and submarines.

The estimates for 1908 involve an outlay of  
£17,000,000, and the annual outlay will in future  
years gradually rise to £19,500,000.

The following table shows the advance in the  
German estimates in the last ten years:—  
1898... £2,900,000 1904... £10,500,000  
1899... 6,500,000 1905... 11,400,000  
1900... 7,400,000 1906... 12,400,000  
1901... 9,600,000 1907... 13,900,000  
1902... 10,000,000 1908... 17,000,000  
1903... 10,200,000

As the population of Germany is 61,000,000,  
the cost of the German Navy per head in 1908  
will be 5s. 7d. The cost of the British Navy  
per head of the population of the United King-  
dom in the present year is a trifle under 14s.

The German Naval Estimates, under the new  
German Navy Bill, says the Berlin correspond-  
ent of the *Daily Mail*, are the heaviest on record.  
They call for an expenditure during 1908 of  
£17,000,000, which represents an increase  
compared with the present year's Estimates of  
more than £3,000,000.

The new proposals, which have already  
received the sanction of the Federal Council,  
provide for the laying-down of 3 large battle-  
ships of the Dreadnought class annually from  
1909 to 1912. The Government also calls for  
the annual construction of one armoured cruiser,  
which is to match in proportions the mammoth  
of 19,000 tons, "P" now building at Hamburg,  
and two smaller cruisers of the protected class.

The German Government further calls for an  
annual appropriation for the construction of  
submarines, amounting yearly to £350,000,  
which means that now, for the first time, the  
submarine is to be introduced as a homogeneous  
branch of the Kaiser's Navy.

The outlay on the construction of battleships  
and cruisers next year will amount to £5,700,000,  
an increase of £1,420,000 on the present year's  
vote. Their armament will cost £2,500,000, an  
increase of £810,000 on the present year's vote.

The construction of new destroyers, twelve  
of which are to be laid down annually, will cost  
in 1908 £310,000, an increase of £72,500 on 1907.  
A new minesweeping ship is to be laid down at a  
cost of £41,000.

For the reconstruction of older vessels in the  
fleet £200,000 is asked, while for the improve-  
ment of the arsenals, dockyards, and coast  
defences the estimates demand £1,250,000, an  
increase of £220,000, on the previous year.

The increase of £3,000,000 on the estimates  
of 1907 will rise annually after 1912, it is  
calculated, until it attains by 1916 a figure of  
£5,500,000. That is to say, the German  
estimates in 1912 will stand at £19,500,000.

On the authority of one of Germany's  
greatest naval experts I am able to analyse the  
meaning of the Kaiser's new naval policy and to  
state it as follows: Germany has now  
under construction four battleships of the  
Dreadnought type at Kiel, Bremen, Wilhelmshaven, and Kiel respectively. From  
1912 she will lay down twelve more, three  
annually. From 1913 to 1916 she will lay  
down two annually, making an additional eight.

This accelerated programme of new construction  
means that by the end of 1919 Germany  
will have in commission twenty-four battleships  
of the Dreadnought or later types (15,000 tons  
or larger), five "Deutschlands," five "Braun-  
schweigs," and four Wittelsbachs, completing

the Kaiser's armada of thirty-eight first-class  
battleships, contemplated by the Naval Act of  
1900. They will be supported by at least eight  
armoured cruisers of 19,000 tons.

AMERICAN AUTHOR'S ADVENTURE  
IN THE WEST END.

"There is no trouble whatever in finding one's  
way about London," says Colonel Walker  
Murphy, the American author, in his book  
"England As We See It."

After a recent experience, however, he is not  
quite so sure about his former assertion.

Accompanied by his wife, Colonel Murphy  
arrived in London on a visit to his married  
daughter Mrs. Guthrie, who resides in  
Russell-square.

Shortly after ten o'clock at night, Colonel  
Murphy drove by cab to the Carlton Hotel to  
transact business with a friend. Two hours  
after he made his way to the American Cable  
Office in Northumberland-avenue, and after  
sending a message to America, hailed a cab,  
intending to be driven home.

Unfortunately, he could not remember the  
name of the square in which his daughter lived.  
Cabby was given a description of the locality,  
and confidently he drove to—Hans-crescent,  
Stomach-street.

Here Colonel Murphy again tried ex-  
planation, and the driver seemed to grasp things  
more perfectly, but the second journey ended  
in Mount-street, just by the Hotel Colberg.

Now began a thorough "heart to heart" talk.  
"It's a square of some sort, with a park and a  
hotel just by, and statues as well," explained  
Colonel Murphy.

"Oh, a square—not much trouble finding  
that," answered the cabman, and another  
"grope," finished up at Morley's. Colonel  
Murphy was now in anything but a pleasant  
mood, and he was still far from home.

He drove back to the Carlton, awakened his  
friend, Mr. J. C. Escher, the publisher and ex-  
plained the situation. "That's simple enough,"  
said Mr. Escher. "Stop here with me."

"No, that won't do," Colonel Murphy re-  
ponded. "Mrs. Murphy will be greatly  
worried, and besides I must get home."  
The directory gave them no assistance, and  
finally Bedford-square was chosen as a likely  
place, only to be drawn blank. Colonel Murphy  
drove back to the Carlton, and by dint of over-  
mind pictures Mr. Escher thought he saw light  
—square, statues, hotel—why, Russell-square,  
answered this description.

Colonel Murphy tried again, and this time  
found the "Lost Home." Meanwhile the  
colonel's son-in-law had driven to the Carlton  
in search of his wife's father, and again Mr.  
Escher was called up.

Explanations followed, and Mr. Guthrie  
returned to Russell-square just as Colonel  
Murphy was beating a tattoo on the door.  
Cabby received thirty shillings, and Colonel  
Murphy now carries a card.

KUALA LUMPUR RUBBER  
COMPANY.

The report for the period ended June 30  
states that the output of rubber has been larger  
than was anticipated, and the prices obtained  
have been very satisfactory, as the 31,021b. sold  
up to June 30 realized the equivalent of £3,323  
after deduction of all sale charges, or an average  
of 5s. 2.3d. per pound. Owing partly to a  
higher method of cultivation having been  
adopted, and partly to a prevalence of wet  
weather which impeded the clearing of several  
fields after felling, the expense of capital de-  
velopment have proved heavier than was ex-  
pected.

A considerable outlay was found necessary on  
buildings, and in addition to these expenses an  
unexpected charge will have to be met during  
the current year for hospital accommodation  
in compliance with recent enactments. The  
profit for the 15 months ended June 30  
was £7,612, but, although the estates were  
taken over as from March 31, 1903, the com-  
pany was not incorporated until May 19. The  
profit to that date, therefore, had to be trans-  
ferred to credit of capital account, but as the  
accounts were made up to June 30 and the pro-  
fit shown for the first three months was not as  
above, and the net profit for the year appears  
as £7,000, which would admit of a distribution  
of 4 per cent. It will be remembered that in  
the prospectus no dividend was anticipated for  
the first year, although much larger receipts had  
been expected from coffee, and the result in  
the circumstances cannot be regarded as  
very satisfactory. In view, however, of the  
additional capital expenditure already men-  
tioned, the directors are of opinion that the  
cash resources of the company should be hus-  
banded for the present, and they accordingly  
recommend a distribution of 3 per cent. for free.  
This will absorb £25,409, leaving £2,108 to be  
carried forward.

## WEATHER REPORT.

On the 18th at 12.05 p.m.—The barometer  
continues to fall over the Philippines owing to  
the depression, which appears to be situated to  
the Eastward of the S. part of the Archipelago  
and to be moving Westwards.

The anticyclone remains over the continent  
to the North of the Yangtze, but pressure  
is inclined to give way over the N.E. coast of  
China.

Very strong monsoon will continue to  
prevail in the Formosa Channel and N. and  
N.E. gales may be expected over the China Sea.

Hongkong rainfall for the 24 hours ending  
at 10 a.m. to-day, 0.09 inches.

The forecast for the 24 hours ending at noon  
to-day is as follows:—  
Hongkong & Neighbourhood { N. wind, fresh  
or strong; fine.  
N.E. wind,  
strong.

Formosa Channel... Same as No. 1.

South coast of China between  
Hongkong and Lamooka... Same as No. 1.

South coast of China between  
Hongkong and Hainan... Same as No. 1.

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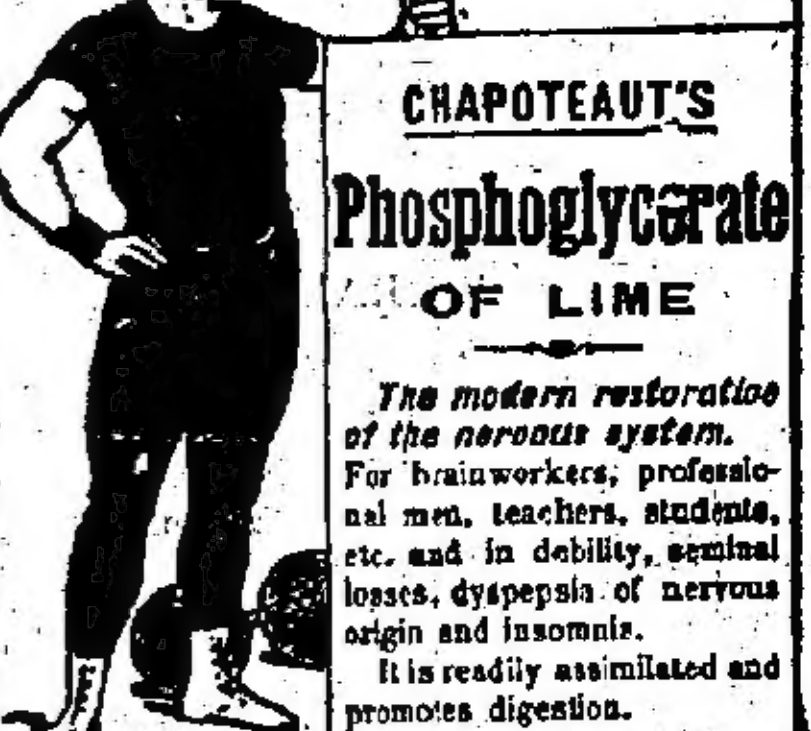
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